

The Alaskan Way Viaduct & Seawall Replacement Project

01.06

 U.S. Department of Transportation
Federal Highway Administration

 Washington State
Department of Transportation

 City of Seattle



The Public Benefits from a New Waterfront

Many people are concerned that the tunnel rewards only private developers who will put condominiums along the waterfront. However, development will not be possible on top of the tunnel, and little new land will be available for commercial or residential development. What land is freed up will be located in small parcels at sporadic locations along the waterfront where the viaduct is today. The new waterfront will be more pedestrian- and bicycle-friendly, and will improve access to destinations such as Colman Dock, the Seattle Aquarium, Pike Place Market, and the sports stadiums.

For More Information:

Visit the Web site at:

[www.wsdot.wa.gov/
projects/viaduct](http://www.wsdot.wa.gov/projects/viaduct)

Call the hotline:

206-269-4421

Send an e-mail to:

viaduct@wsdot.wa.gov

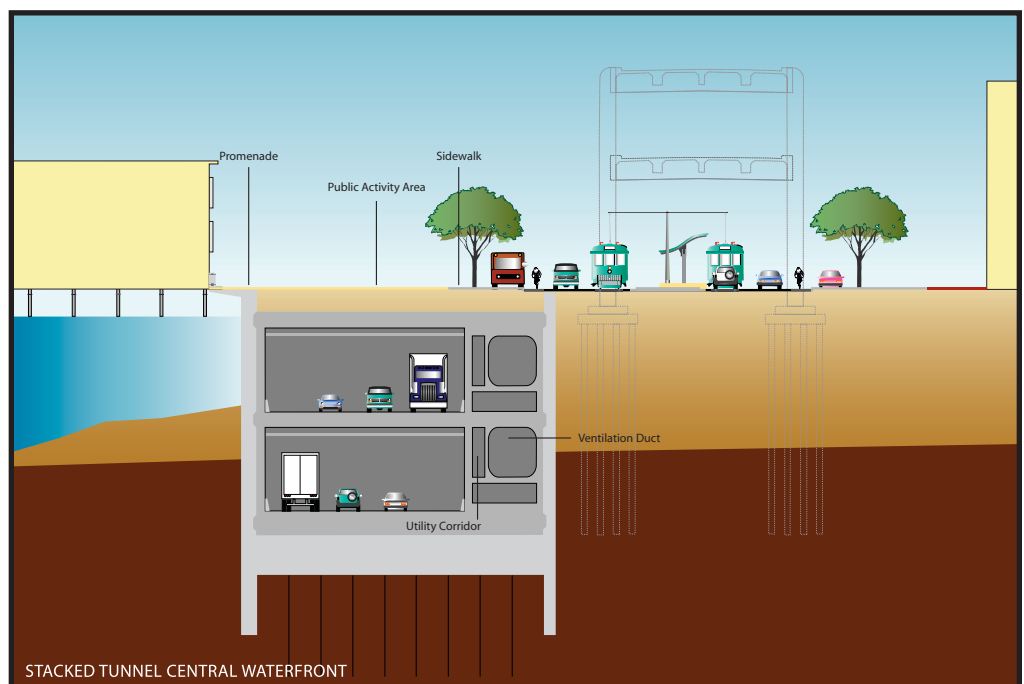
Send a letter to:

Alaskan Way Viaduct and
Seawall Replacement Project
c/o Washington State
Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

Why won't the land above the tunnel be developed?

The tunnel will not be designed to support development on top of it and will occupy approximately one-third of the Alaskan Way right-of-way. In addition, development will not

be possible above major utility lines running underground, both above and to the east of the tunnel. These major utilities, including large drainage pipes and electric transmission lines, will require ongoing maintenance access.



Development not possible over tunnel or on major north-south utilities that require ongoing maintenance and access.

Won't private landowners along the waterfront today benefit from removal of the viaduct?

Public and private entities own the land along Alaskan Way, Western Avenue, and First Avenue today. Even if the viaduct did not need to be replaced, those properties are valuable and could be redeveloped within today's zoning. With the tunnel replacement, nearby property values could increase whether or not private owners choose to redevelop their property. The City of Seattle will consider a local improvement district in the nearby area as part of many possible financing mechanisms for the overall project. If removal of the viaduct does spur nearby redevelopment, that will be a positive step for growth management. More housing in central areas of downtown will help reduce sprawl and will ease development pressure on our single-family neighborhoods.

So, who will benefit from the replacement of the viaduct with a tunnel?

Everyone. Public green spaces along shorelines are precious, and removing the unsightly barrier on our waterfront is a long-held civic dream. With the tunnel replacement, the public will enjoy better views of the Olympic

Mountains and Seattle's skyline, improved pedestrian connections, and more public space for people of all ages to play, view life in the water, learn and reflect. An open waterfront with reduced noise pollution from cars will create an improved environment for concerts and recreation. Additionally, the tunnel will maintain capacity in the corridor. A popular civic and regional destination will become even greater.

How will the future of the waterfront be decided?

The waterfront can become a premier public amenity for downtown, the City of Seattle, and the entire Puget Sound region. The exact configuration and types of activities on the waterfront will be decided over the next several years as the City develops a Central Waterfront Plan. The waterfront concept plan will be published in 2006. There will be many opportunities for the public to participate in that master planning effort and determine the future of their waterfront.

How does the removal of the viaduct affect Colman Dock?

Over 25,000 ferry passengers go through Colman Dock on an average day, making it the busiest terminal for Washington State Ferries. Colman Dock is old and deteriorating, and a new upgraded facility is planned that will include space for retail and commercial activities. Instead of a noisy elevated freeway next door, the tunnel would help enhance Colman as a waterfront destination for residents, visitors and commuters.

"One acre of park on water is worth ten acres inland and surrounded by houses." John C. Olmsted, landscape architect who designed the city's park system 100 years ago



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